

The Genuine
'TANSAN'
Indispensable during the
warm weather.
INVIGORATING
STIMULATING
SOLE AGENTS,
H. PRICE & CO.,
12, Queen's Road.

Cheerful China Mail

ESTABLISHED 1846.

The Celebrated
BLATZ
BEEF
OF MILWAUKEE, U.S.A.
\$2.00 per Cask of
10 Dozen Pounds
SOLE AGENTS
H. PRICE & CO.
12, Queen's Road.

No. 12,660

二廿十年三月九日英

HONGKONG, THURSDAY, OCTOBER 22, 1903.

日三初九月卯癸

PRICE, \$3.00 PER Month

AGENTS FOR THE CHINA MAIL.
LONDON.—P. ALLEN, 11 & 12, Clement's
Lane, Lombard Street, E.C.; STANLEY
CO., 10, Old Bond Street, GORDON &
GOVERNMENT BUILDINGS, E.C.; RAY-
NER & CO., 11, Curzon Street, E.C.;
SALMON, DAWSON & CO., 150 & 151,
Lombard Street, W.M.; WHITING,
151, Fleet Street, E.C.; HOBSON & WATERS,
151, Fleet Street, C. MITCHELL & CO.,
151, Fleet Street, H. HOLLOWAY & CO.,
151, Fleet Street, E.C.; STANLEY ADVERTISING
AGENCY LTD., 167, Fleet Street, E.C.;
PAULS AND BURGESS.—MAYNOR,
151, Fleet Street, E.C.; 18 Rue de la Grange
Barbe, Paris.
NEW YORK.—THE CHINESE EVANGELIST
CHURCH, 52, West 22nd Street.

Wanted.

A N Expert TYPEWRITER REMING
TON and HAMMOND Machines used.
Good Salary given to a well qualified
Assistant.
Apply by letter to 'MEMO,'
c/o MISSIS KELLY, 10, WA SHU LTD.,
Hongkong, October 7, 1903.

Intimations.

NOTICE
TO PASSENGERS.

PENINSULAR AND ORIENTAL
S. N. CO.
PASSAGE TO EUROPE.

INTENDING Passengers are requested
to note that from this date Passage
Money to and from Europe, commencing
with the 1st Coronation
leaving Shanghai on the 1st January next
and returning on the 1st January, and
Outwards by Mail Steamers leaving Lon-
don and after the 1st January 1903, will
be charged at the following Rates, payable
in local currency at current S.I.B. rate
of exchange on day of payment:

To MARSEILLES £31 First Saloon,
and £24 Second Saloon.

To LONDON, £6 First Saloon, and
£4 Second Saloon.

Return tickets at a fare and a half of the
above rates.

E. A. HEWETT,
Superintendent,
P. & O. S. N. Co.,
Hongkong, October 20, 1903.

MESSAGERIES MARITIMES.

PASSAGE TO EUROPE.

INTENDING Passengers are requested
to note that from this date Passage
Money to Europe commencing with the
steamer leaving Hongkong on the 12th
January, 1903, will be charged at the
following Rates, payable in local currency at
current S.I.B. rate of exchange on day of
payment:

To MARSEILLES, £31 First Saloon,
and £24 Second Saloon.

To LONDON, £6 First Saloon, and
£4 Second Saloon.

Return tickets at a fare and a half of the
above rates.

G. DE CHAMBEAUX,
Agent,
Messageries Maritimes.

Hongkong, October 20, 1903.

2147

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHE LLOYD.
HAMBURG-AMERIKA LINIE.

PASSAGE TO EUROPE.

INTENDING Passengers are requested to
note that from this date, commencing
with the 1st Southern Voyage, 231 on the 9th
January from Y. Hobart, leaving Hongkong
on the 29th January, Passage Money to Europe
will be charged at the following Rates, payable
in local currency at current S.I.B. rate of
exchange on day of payment:

To NAPLES or GENOA, £31 First Saloon.

To ANTWERP, SOUTHAMPTON BRE-
MEN HAMBURG £65 First Saloon.

To ANTWERP, SOUTHAMPTON BRE-
MEN HAMBURG £44 Second Saloon.

Return tickets at a fare and a half of the
above rates.

NORDDEUTSCHE LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, October 20, 1903.

2148

THE POPULAR
SCOTCH
is
BLACK & WHITE™



JAMES BUCHANAN & CO.,
SCOTCH WHISKY DISTILLERS,
By Appointment to

H. M. THE KING
and
H.R.H. the PRINCE of WALES

Supplied at all the leading Cafes and
Houses, and to be obtained from LANE
CRAWFORD & CO., Queen's Road
Central.

Business Notices.

INNES' PATENT

METALLIC ZINC POWDER

SUPERIOR TO ZINC PLATES OR BALLS; EASILY APPLIED.

EFFECTUALLY STOPS CORROSION IN LAND OR MARINE BOILERS.

RECOMMENDED BY THE LEADING SUPERSTRUCTURE ENGINEERS OF THE WORLD.

W. S. BAILEY & CO.,

SOLE AGENTS

HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

HON. 2,383 tons, Captain H. D. Jones.
POWAN, 2,383 tons, Captain G. F. Morrison, R.N.R.
FATSHAN, 2,260 tons, Captain A. W. Dixon.
HONGKONG, 3,073 tons, Captain C. V. Lloyd.
KINSHAN, 2,380 tons, Captain J. J. Lessius.

Departures from Hongkong to Canton daily at about 7 a.m. and 10 a.m. (Sunday excepted).
Arrives at Canton at about 6 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily (Sunday excepted), at about 8 a.m.
2 p.m. and 4.30 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.

H. EUNGSHAN, 1,988 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at 9 p.m. Sunday excepted.
Do. to Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
about 7.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday
at about 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGA-
TION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

MANLING, 469 tons, Captain R. D. Thomas.
SAIHAM, 588 tons, Captain B. Branch.
TAKHIAO, 618 tons, Captain T. A. Webster.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same day at about 8 a.m. Round trip takes about 5 days. These vessels have Superior Cabin accommodation and are heated throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG CANTON & MACAO STEAMBOAT CO. LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

18

MAC LAREN'S

CANADIAN CHEESE

In Jars (Medium and Small) Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS.

Hongkong, May 6, 1903.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,
SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON.

Bell's Asbestos "Dagger," "Demon," and other well known pickings for Piston
Pads, etc., suitable for highest pressures. Pump Packings, Jointing Material, As-
bestos Cloth, Tape and Boiler Door Joints, metallic or non-metallic—Rubber and
Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses, Packing
Cords of All sorts. Rubber and Oil Goods.

Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc.
(only best quality) and Boilers covered with Bell's Composition repay expense of
covering in time and by saving of fuel. Estima as given for Covering Boilers, etc.

Bell's Asbestos Expansion Tape, Millboard, Insertions, and Roof.

Bell's Asbestos Special Engine Oil—unparalleled for Marine Engines. A large
Stock of Engine and Cylinder Oils always in stock.

Stocks of Engine and Cylinder Oils always in stock.

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Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINE-NEZ AND EYE PRESERVES.
G. FALCONER & CO. AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS; LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

64, QUEEN'S ROAD.

47

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON
ALL KINDS OF WORK DONE FOR AMATEURS.
64, QUEEN'S ROAD CENTRAL.

2223

JAPAN



GOALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE: 1, SURUGA-CHO, TOKYO.
LONDON BRANCH: 34, LIME STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chiofo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Wakosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimomoushi, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinoerabu, Sasebo, Maizuru, Mikaze Hakodate, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes.)

CONTRACTORS OF GOAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines. SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotani, Mamado, Mannoura, Onoura, Otsuji, Sawahara, Taubakuro, Yoshinotani, Yoshie, Yunokibara, and other Goals.

N. INUZUKA, Manager, Hongkong.

Hongkong, April 23, 1903. 1118

Per Case { 6 dozen Pints,..... } \$16.50
(Special terms to large buyers) { or 4 dozen Quarts,..... }A. S. WATSON & Co., Ltd.,
Sole Agents for HONGKONG, CHINA AND MANILA.

**LEA &
PERRINS'
SAUCE.**

Purchasers are requested to see that every bottle bears, upon its RED LABEL, the signature in WHITE of Lea & Perrins. None is the original and genuine Worcesterhire without this. Persons infringing this label will be prosecuted.

**LEA &
PERRINS'
SAUCE.**

JOHN OAKLEY & SONS
PHILADELPHIA EXHIBITION MEDAL
EMERY & BLACK LEAD
EVERY GLASS BLACK CLOTH PAPER LEAD
WELLINGTON KNIFE POLISH

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

Intimations.

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL MEETING OF MEMBERS of the above Club will be held in the CITY HALL on SATURDAY, 31st OCTOBER, instant, at 3 o'clock p.m.

T. F. HOUGH,
Clerk of the Course.

Hongkong, October 22, 1903. 2138

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 4672 for one hundred Shares, numbered 37,601-37,700 inclusive, standing in the Register in the name of Lt. THOMAS RENNIE of Foochow, having been lost, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Offices of the Company, 38 and 40, Queen's Road Central, Victoria, Hongkong, before 25th OCTOBER, 1903, a New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, September 22, 1903. 1902

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED, will be held at the Company's Offices, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 31st day of October, 1903, at Noon, when the Subjoined Resolutions will be proposed, viz.:-

1. That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,150,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company at par in the ratio and proportion of one new share for every two old shares in the Company, the amount payable on each of such new shares respectively to be paid at such time or times and in such manner as the Company by its General Managers may hereafter determine.

2. That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor: -

* The remuneration of the General Managers shall be \$4,000 per annum (which shall cover office rent but not salaries of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company.

Should the above Resolutions be duly passed they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this 24th day of July, 1903.
JOHN D. HUMPHREYS & SON,
General Managers.

1597

STEAM TO CANTON.

THE Splendid new Steel Twin Screw Steamer.

KWONG CHOW.

1474 Tons. Captain Waller leaves HONGKONG for CANTON at 8.30 p.m. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following day, leaving Canton at 5 a.m. Unexposed accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passengers Fare \$4.00 Single Journey. Meals \$1.00 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHUH ON S.S. CO., LTD.

No. 8, QUEEN'S ROAD WEST.

Hongkong, May 30, 1903. 611

HONGKONG-MACAO LINE.

S. S. "WING CHAI".

CAPTAIN SAMUEL BELL SMITH.

DEPARTURE FROM HONGKONG on week days at 7.30 a.m.; Excursion on Sundays at 8.30 a.m.; from MACAO week days at 8.30 a.m.; Sundays at about 7.30 p.m.

FARE (week days) 1st Class (including cabin and servant) \$3. Return Ticket \$5.

2nd class \$1.

3rd " 50 Cents.

On excursion Sundays 1st, 2nd, 3rd Class Single Ticket \$2. Return Ticket \$3.

Return Ticket, including tiffin and dinner either on board or at Macao Hotel, \$5.

On Sundays \$5 extra will be charged for each cabin which has accommodation for 2 or more passengers.

Wharf—At the Western end of Wing Lok Street.

The steamer runs an excursion trip every Sunday. It takes only 3½ hours to reach Macao.

MING ON & CO.,

2nd Floor, 16, Victoria Street.

Hongkong, September 7, 1903. 1859

TANG YUEN.

BOARDING ESTABLISHMENT.

Splendid View of Harbour.

No. 18, MACDONNELL ROAD.

Under European Management.

Apply at the House,

or

At FAIRALL & CO.,

Opposite Hongkong Hotel.

Hongkong, June 10, 1903. 97

POHOOMULL BROTHERS.

No. 57 and 59, QUEEN'S ROAD CENTRAL,

HONGKONG.

I HAVE always on hand an enormous

Stock of Indian, Chinese and

Japanese SILKS and GOODS made thereof

suitable for Ladies and Gentlemen; Cashmere Shawls; Orange and Egyptian

embroideries; Rug; Persian and Indian

Carpet; Jewelry; Maltese Lace Articles;

Gros Cloth Embroidered Goods.

Also

Genuine Camphorwood boxes; Fans and

several other articles made up of Ivory,

Mother-of-pearl, Sandalwood and Tortoise-

shell, &c., &c., &c.

Quality will speak for itself.

Very moderate Prices.

Hongkong, April 1, 1903. 721

POOL and BILLIARDS.

Terms, \$4.00 to \$7.00 per day; \$75 to

\$120 per Month.

JAS. D. M. CAMERON,

Manager.

Hongkong, August 24, 1903. 978

Intimations.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that FIRE PRACTICE will take place, from the undermentioned Posts and on the dates mentioned opposite, at moving targets —

Stonecutters' South Shore, on the 27th October, in a South-Westerly direction.

Stonecutters' West, on the 30th October, in a Westerly direction.

Leymen (Pak-sa-wan), on the 4th November, in a South-Easterly direction clear of Putau Chau.

Practice will commence about 8 a.m. daily, and end at about 10 a.m. if the range is clear.

By Command, F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,

Hongkong, October 15, 1903. 2141

(ABBREVIATED PROSPECTUS
OF THE HONGKONG BREWERY COMPANY, LIMITED).

Incorporated under the Companies Ordinance Hongkong 1865 to 1899, whereby the liability of a shareholder is limited to the amount of his shares.]

CAPITAL:

Hongkong Currency \$250,000, divided into 250 shares of \$100 each, payable as follows: -

\$50 on application.

\$25 on allotment,

\$12.50 on 1st May, 1904, and

\$12.50 on 1st Dec. 1904.

MANAGERS:

Messrs. PAUL LEMARIE & Co., of No. 15 Queen's Road Central, Victoria, Hongkong.

CONSULTATIVE COMMITTEE:

WILLIAM CHARLES JACK, Esq., Hongkong.

ALBERT DENISON, Esq., Hongkong.

FRANCIS PAGE HETHERITT, Esq., Hongkong.

BANKERS:

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

SOLICITOR:

G. K. H. BRUNTON, Esq., Nos. 39 and 41 Des Voeux Road, Hongkong.

AUDITOR:

F. R. LOWE, Esq., Chartered Accountant, Hongkong.

REGISTERED OFFICE:

No. 15, Queen's Road Central, Hongkong.

The Company has been formed for the purpose of acquiring land in the Colony of Hongkong, together with messuage erections and buildings thereon known as the Metropole Hotel, and of erecting thereon additional buildings convenient for the purpose of a Brewery, and to manage, maintain and carry on the said Brewery and buildings when erected and occupied.

The Buildings now standing on the land intended to be purchased are suitable with some alterations for the purposes of a Brewery.

On the land intended to be purchased is a supply of water in sufficient quantities for the requirements of the brewery and very suitable for brewing purposes, as shown by the analysis of Mr. F. Browne, Government Analyst at Hongkong, which analysis can be inspected at the registered office of the Company.

After careful inquiry into the question of expense, the Proprietor, Mr. E. A. Munro, the Manager of Messrs. P. Lemarie & Co., is confident that with a brewing of 500,000 gallons only a year a dividend of 16 per cent. at the lowest will be payable on the capital of the Company.

No complete statistics are available showing the quantities of European and Japanese Beer imported into Hongkong and China, but there is no doubt that the demand for beer is increasing; this the following figures will show: -

Japanese Beer imported into China.

1899 gallons 170,280

1900 " 495,000

1901 " 732,608

During the last three years the Japan Brewery Company and the Yebisu Brewery, which are the two largest Breweries in Japan, have paid the following dividends: -

Japan Brewery Yebisu Brewery

1899/1900 25% 27.1%

1900/1901 15% 27.1%

1901/1902 30% 25%

SUGAR COMPANIES IN JAPAN.

The Osaka Seito Kaisha and the Tokyo Seisaito are the only two sugar refining concerns in Japan at present; and both are stated to be doing a very good business. According to the *Osaka Mainichi*, the Osaka Sugar Refining Company is turning out 2,000 bags of refined sugar daily, the output being 55,000 bags a month, or 624,000 bags a year. As a rule 90 kin of refined sugar can be obtained from 100 kin of raw (Java) material. The present price of Java brown sugar for refiners is Yen 6 per 100 kin, and 100 kin of refined sugar will represent an additional 10 per cent. in the value of the raw material. In addition to this, Yen 2.80 per 100 kin must be paid for the sugar consumption-tax, making the total first cost Yen 9.40. The market price for refined sugar is at present Yen 11.00, and a profit of at least Yen 1.00 each 100 kin can be made after paying freight, working expenses, &c., which amount to some Yen 62,000 a month. The capital of the Osaka Refining Company is Yen 1,600,000, of which Yen 1,000,000 is paid up, with reserves amounting to Yen 250,000, again at which promissory notes were issued to the amount of Yen 751,622 some time ago. The Company declared a dividend of 10 per cent. for the first half of last year. A similar measure of success has been earned by the Tokyo Sugar Refining Company. This company paid off a debt of Yen 160,000 from profits made for the first half of this year, and it is expected that it will be able to declare a dividend at the rate of 15 per cent. or more for the present half year after amply providing for reserves, &c. At a recent special general meeting a resolution was adopted to extend the branch factory at a cost of Yen 30,000, as the existing factories have proved insufficient to supply the demand. It was decided to call up the balance of the share-money remaining unpaid for carrying out this extension. The capital of the Tokyo company is Yen 2,000,000, of which Yen 1,440,000 is paid up.

A Fish Story

"I intruded," said Tomkins, when he was telling his fish-stories, "that some time ago, when I was fishing once a little below a certain lock, I dropped a half sovereign in the canal. Well, I'd almost forgotten about the affair, when one day, about a year later, I happened to be fishing in the same canal, but some little distance beyond the lock this time. All of a sudden I felt a tug, and in a few minutes I'd landed the biggest pike I've ever seen. My! he was a beauty; but, unfortunately, in his struggles he'd swallowed the hook, and I had to use the knife to release the tackle. Well, you can imagine my surprise when I found packed away in his interior—'Your half-sovereign,' I suppose?" interrupted one of the listeners. "Oh, that's an old yarn!" "No!" said Tomkins, severely; "I found nine shillings and a sixpence in silver, and threepence in copper!" There was silence in the room until the man who had interrupted spoke. "What had he done with the missing threepence?" he asked. "Ah!" said Tomkins, "that puzzled me for a long time; and I never really found out. But my opinion is that he'd paid the odd threepence to pass through the lock!" And, after that, silence fell with a loud crash.

BOARD AND RESIDENCE.

KILLADOOON,
ON North Spur of MORRISON HILL,
151, WANCHAI ROAD.—Light,
airy and well-furnished Double and Single
Rooms, with full view of the Harbour.
Reduced Rates for Summer, with or
without Board. For Terms,
apply on the Premises, to
Mr. G. S. WEBB,
Hongkong, July 7, 1903. 1416

A. G. GORDON,
M.I.M.A., M.I. Mech. E.,
MEMBER INSTITUTION OF ENGINEERS AND
SHIPBUILDERS IN SCOTLAND,
CONSULTING MARINE ENGINEER,
AND
NAVAL ARCHITECT,
Damage, Collision and Wreck
Surveyor.
14 Des Vaux Road, Central,
Telegrams: "Pendine." 2244

**RIGAUD'S
WHITE VIOLET
EXTRACT**
This fugitive and
delicate perfume is
persistent as an
Extract for the
handkerchief
while as a
Soap and
Powder,
it has been
adopted by
the most re-
fined French
Society.
RIGAUD et Cie
PERFUMERS
PARIS
10,000
White Violets
equal each bottle of
Rigaud's Extract

THE CHINA LIGHT & POWER COMPANY, LIMITED.

ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND KOWLOON.

INCANDESCENT LAMPS, ARC LAMPS and NERNST LAMPS SUPPLIED.

ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.

Apply to—

SHIWEAN, TOMES & CO., General Managers.

1814

ICE HOUSE STREET, HONGKONG.

Hotels.

THE WAVERLEY HOTEL.
A First-Class Private Family Hotel.

HANDSOMELY FURNISHED and Exceedingly Spacious Rooms.

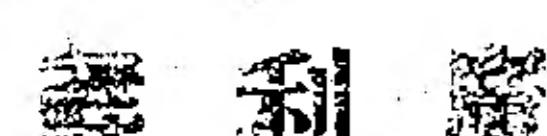
Very MODERATE TERMS to FAMILIES by the DAY or MONTH.

Hongkong, December 18, 1900. 2639

ICE HOUSE STREET, HONGKONG.

4
MAIL ADDRESS: "ACHEE," HONGKONG,
A. B. G. CO., 4TH EDITION.

ESTABLISHED 1859.

ACHEE & CO.

Temporary Store;

1st Floor,
12, QUEEN'S ROAD.

(above Messrs. H. Price & Co.)

Furniture
Dealers. -DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.ELECTRO-PLATED.
GLASS and
CHINA WARES.PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.COOKING RANGES,
KITCHEN UTENSILS
and HOUSEHOLD
REQUISITES**WM. POWELL,**
LIMITED.**DRAPERS**

Arrival of our

SECOND-

SHIPMENTOF
CHOICE
GOODSThe very latest in Winter
Jackets, Opera Cloaks,
Lace Berthas, Stoles,
Rich Furs, Dress Nets,
and Chiffons.**NEW****GLACE.****SILK.**Warranted not to crack
or split.**BOYS' AND
GIRLS' BOOTS**Lawn Mowers, Garden
Syringes Household Utensils
of every description.**'D. C. L.'****OLD TOM
and
DRY GINS**

\$8.00 per dozen

**The best Gin on
the Market, its
purity defies
Competition.**

SOLE AGENTS.

H. PRICE & CO.,

458, Queen's Road.

General Memoranda.

SATURDAY, October 24.—

2 p.m.—Bazaar on the Volunteer Parade

10 a.m.—Meeting of Gentlemen's Suits

Longue, Shirts, &c., at M. V. J.

Roméos Salés Rooms.

Goods per *Henry* not cleared on this

date subject to rent.

Goods per *Lion* undelivered after this

date subject to rent.

SUNDAY, October 25.—

Goods per *Stevie* undelivered after this

date subject to rent.

MONDAY, October 26.—

3 p.m.—Auction of Crown Lands at the

Public Works Department's Offices.

TUESDAY, October 27.—

10 a.m.—Military Practice.

Goods per *Yann* undelivered after this

date will be subject to rent and

hiring charges.

Goods per *Indra* not cleared on this

date subject to rent.

WEDNESDAY, October 28.—

Goods per *Koroshi* not cleared on this

date subject to rent.

THURSDAY, October 29.—

Goods per *Bangal* not cleared at 4 p.m.

on this date subject to rent.

SATURDAY, October 31.—

Noon—Meeting of Humphreys' Estate

and Finance Co., Ltd., at the Com-

pany's Office.

3 p.m.—Meeting of Members of Hong-

kong Jockey Club at City Hall.

(weather permitting):—

March.—The Roll of the Drum

McClung Overture Giglio

Selection Geisha Adam

Corset Solo My Drama Paolo

Veltz Nose Margie

Dance Svadom Dvorak

GOD SAVE THE KING.

Band at King Edward Hotel.

By kind permission of Major Radclif-

f and Officers, the Band of the 33rd Burma

Infantry will play the following programme

of music at the above Hotel, during

dinner, to-morrow, Friday, the 23rd inst.

(weather permitting):—

March.—The Roll of the Drum

McClung Overture Giglio

Selection Geisha Adam

Corset Solo My Drama Paolo

Veltz Nose Margie

Dance Svadom Dvorak

GOD SAVE THE KING.

The Shawmut:

Supplementary to the remarks made

in yesterday's issue with regard to the im-

provements of the Shawmut, for the gen-

eral description of which we inadvertently

omitted to give acknowledgement to the

Kobe Chronicle, it is interesting to note

that on board for the convenience of pas-

sengers there is a steam laundry, a harbor's

shop, and heating apparatus throughout.

The ship is also fitted with refrigerating

chambers capable of holding 300 tons of

produce, the freezing machinery being of

the latest and most approved type. The

Shawmut left for Manila to-day having on

board nearly 40 Japanese, who are pre-

pared to go to the Philippines to engage in

work of different kinds.

Kelly's Directory.

Mr Richard F. Walsh, of Messrs. Kel-

ly's Directories Ltd., London, is at present

in Hongkong, having just returned

from Japan, where he has been engaged in

collecting statistics for Kelly's Directory of

Merchants, Manufacturers and Shippers of

the World for 1904. This is the first occa-

sion on which Messrs. Kelly and Co. have

been personally represented in the Far

East, although they have often in different

parts of the world similarly engaged. The

Treasury contains a concise statistical ac-

count of the financial position of every civil-

country, as well as the Custom tariffs, and a classified list of the Consuls, Banks,

Merchants, Exporters, Importers, Ship-

ping Agents, etc. All the trade headings

are given in English, French, and the pre-

valing commercial language spoken in the

country referred to, and there is a complete

index to trades and towns. A special fea-

ture is that it contains a fully representa-

tive United States section, and it claims to

be the only directory circulating abroad

that contains such a compilation. Every

letter in the Shawmut is accompanied by

every letter in the Almanac, and every infor-

mation that is likely to be interesting to sub-

scribers will be received by Mr. Walsh in

the next fortnight or so. Mr. Walsh is at present staying at Zetland House.

WHISKY

Our celebrated "E" Liqueur SCOTCH

WHISKY is a Blend of the Finest

WHISKIES distilled in SCOTLAND.

Specially selected, of great age, very fine

and mellow.

Its superior quality has established its

reputation as the LEADING SCOTCH

WHISKY IN THE EAST.

Per Dozen \$16.50.

less 10 per cent. discount on account of

current Exchange.

Lawn Mowers, Garden

Syringes Household Utensils

of every description.

A. S. WATSON & CO., Limited,

WINE AND SPIRITS MERCHANTS.

October 17, 1903.

58

BIRTH.
At the Cliff House Hotel, Nagasaki, on Oct. 7, the wife of Dr. SACHAROFF, of a Daughter.MARRIAGE.
At St John's Cathedral, on the 21st instant, by the Rev. F. T. Johnson, Frans WILLIAMS, L.M. Customs, Kinkiang, to ROBERT T. BELLEVUE, of Kentish-town, London.

The publication of this issue commenced at 5.30 p.m.

The China Mail.

HONGKONG, THURSDAY, OCTOBER 22, 1903.

Simpson is destined to be the terminus. According to our cablegrams the contents of the United States have been, in the main, upheld, and the only exception is in regard to the Portland Canal, where Canada is granted free access to the sea. From Yukon she is shut out, unless she likes to patronize American routes or go to the enormous expense of building a railway of her own, and if she decides on the latter course she will have a difficult problem to solve when she is brought face to face with the Yukon's ice-bound regions.

It is not surprising that the decision of the Tribunal caused considerable disappointment in Canada, for she is now practically prevented from participating freely in the trade and wealth of the new gold fields, nor is it surprising that the Canadian representatives on the Tribunal refused to sign any portion of the award and walked out of the room in indignation. As matters now stand, the question so far as Canada is concerned, is in the position it occupied years ago. The Tribunal has apparently given great offence to the Canadians, and provided them with an opportunity of questioning the future stability of Imperial ties, but it will, on the other hand, give great joy to the United States, which sees something of a triumph.

The Standard correspondent at Johnsbury, writing on Sept. 10, says: A public meeting in Potchefstroom has passed a resolution that Chinese labour is essential to agriculture. General Louis Botha's evidence before the Labour Commission substantially amounted to a plea for robbing the Kaffirs of the land now held under tribal tenure, in order to compel them to work. Such action is unpopular here, as tantamount to agrarian robbery and a veiled reversion to slavery.

In his annual address to the Singapore Legislative Council the Governor stated that the estimated revenue for 1904 is \$11,928,742 which is \$1,216,293 in excess of the estimate for the current year. Although most heads of revenue show an advance, this great increase is mainly due to the enhanced rates at which the Excise Farms have been let for the period 1903 to 1906. The rent of the new Farms shows an annual increase of \$3,983,400 over present rent, or a total increase of the \$11,941,200 for the triennial period.

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In his annual address

THURSDAY, OCTOBER 22, 1903.

THE CHINA MAIL.

CANTON INSURANCE CO.

Ordinary General Meeting.

The twenty-second ordinary general meeting of the Canton Insurance Company, Limited, was held at the offices of the general agents, Messrs Jardine, Matheson & Co., at noon today. Hon. C. W. Dickson occupied the Chair, and there were present Sir Paul Chater, Messrs F. Maitland, J. H. Lewis, E. Shillier (Consulting Committee), G. L. Tomlin, A. Turner, S. A. Joseph, R. C. Wilcox, C. Rogge, H. C. Wilcox, A. Brooke Smith, K. McK. Ross, P. Tester, J. Goossen, F. D. Goddard, A. G. Morris, J. Whittall, Chen San Ho Fook, Le Cheung Shih, Tan Hoek Se, Ho U Shang, and Gen. T. Voitch (Secretary).

The Chairman said—With your permission we will take the report and accounts which have been in your hands since the 26th ult. as read. In presenting these for your confirmation, the general agents and consulting committee trust they will meet with your approval. An increase of 2 per cent in the dividend declared, the addition of \$50,000 to the reserve fund, the carrying forward of an amount in excess of last year and the setting aside of a sum not less than the nucleus of a re-insurance fund, all show the satisfactory working of the office for 1902. Your committee have been induced to start this re-insurance fund in order to enable the office to carry somewhat larger losses than would be prudent to do independently, because it has been proved that over a series of years the first year's risks we had to assume, in order to keep within the limits which prudence dictated, resulted in a very large loss. A portion of this profit we hope in future to retain for ourselves, if the same good fortune attend the business, and yet be able to fully reciprocate with those companies which place excessive risk with us. You will have noticed the omission from the present report of an estimate of the present year's working. It is not possible to get in from our various distant agencies such full returns as would enable us to put before you a statement which could in any sense be called approximate and with the possibility of unintentionally misleading you, your committee have concurred in the General Agents' proposal to henceforward discontinue the practice of publishing such an estimate. I am happy, however, to assure you that to date up to date the income of the present year is considerably in excess of last, and our known losses are approximately the same notwithstanding mishaps of perhaps an exceptional nature, amongst which I may specially instance the frequent fires on board whereward bound steamers from the East, the unscrupulous cause of which is a source of anxiety to all Marine Underwriters. I do not know of any further remarks I can usefully make, but I shall be pleased to reply to any questions that may be asked.

Mr G. L. Tomlin seconded the motion for the adoption of the report, and it was carried.

On the motion of the Chairman, seconded by Mr A. Turner, the following Consulting Committee was re-elected:—The Hon. Sir Paul Chater, Messrs D. E. Brown, F. Maitland, J. H. Lewis and E. Shillier.

Messrs W. H. Potts and J. Chatterton Wilcox were re-appointed auditors on the motion of the Chairman, seconded by Mr H. C. Wilcox.

The Chairman announced that dividend warrants will be ready to-morrow, and the meeting dispersed.

THE STRUGGLE FOR COREA.

The *Kobe Herald* publishes the following cablesgrams:—London, October 13th, 5.50 p.m.—*The Times*, in a leading article on the situation of affairs in the Far East, attributes the bellicose attitude of Viceroy Alexieff to M. Pavloff (Russian Minister to Corea). While deplored the rashness of the Viceroy's attitude, *The Times* nevertheless declared that circumstances are conceivable when invasion would become both imprudent and impracticable for the Allies (Great Britain and Japan).—The *Morning Post* urges Mr Balfour, as Premier, to hasten on military preparations in view of the possibility of British intervention proving necessary. The *Dow Krat* states that Russia permits Japanese emigration to Corea under certain conditions only. The same paper asserts that Manchuria is traversed by Japanese spies. The Archimandrite Khrysanthus has declared that the Korean people heartily sympathise with Russia, and that many of the Coreans have been baptised into the Greek Church. The new Five Per Cent. Consolidated Bonds subsequently fell three and a half points in consequence of the expected landing of a Japanese force at M. sampo. Four Per Cent. fell two points. These have risen again slightly to day.

At a recent conference of Elder Statesmen, Count Inouye, who has hitherto been credited with holding a different opinion to the other Elder Statesmen and Cabinet Members, gave his "unqualified approval" to the Government's policy vis-a-vis Russia at the meeting. It is understood that it was decided at the meeting to shape the country's diplomatic course as follows:—

1.—Japan cannot tolerate any Russian interference with Japanese enterprises in Corea, and cannot overlook any Russian movements that endanger Corean independence.

2.—The integrity of Manchuria must be established, and provinces being restored to China and Russia only stationing railway traffic in the country.

According to a despatch to the *Asahi* it is stated that the conference of Elder Statesmen was called to decide final measures and when to give effect to Japan's determination. Baron Komura, Foreign Minister, sent a note to Baron Rozen, and this note is believed to have apprised the Russian Minister of Japan's determination as agreed upon at the conference of the Elder Statesmen and was in fact an equivalent to an ultimatum. Some parties assume that the note contained terms which will lead up to Russia's final reply.

TO PREVENT CROUP, begin in time.

The first symptom is hoarseness; this is soon followed by a peculiar rough cough, which is easily recognised and will never be forgotten by one who has heard it. The time to act is when the child first becomes hoarse. If Croup's Cough Remedy is freely given, all tendency to croup will soon disappear. After the croupy cough has developed, it will prevent sleep. There is no danger in giving this remedy as it contains nothing injurious. It always cures, and cures quickly. For sale by all chemists and medicine vendors; WATKINS LTD, General Agents.

A LAUNCH IN COLLISION.

Swept Clear by a Junk Boom.

The steam launch *Waddington*, owned by Messrs Punchard, Lowther and Company, and used by them in connection with the construction of the new Admiralty Dock, had an exciting experience last night, being swept clean of deck railings, funnel, cabin, and most of the deck fittings by the boom of a junk.

The owners of the launch find it difficult to get at the true facts of the accident. Before dark last night the captain of the launch received instructions to lay up near Murray Pier owing to the presence of a typhoon in the vicinity of the Colony, and if the weather got at all bad, to tow into a place of safety whatever lighters belonging to the Company happened to be about.

During the night, the captain of the launch took it into his head to make a voyage across the harbour, for what purpose cannot be ascertained, though it is suspected he was on the look-out for a little private work in the way of towing junks into shelter, and whilst out ran dangerously near being sunk by a junk. He says that he was going along at fair speed, when a big junk leaped up in front of him. He moved his helm to clear it and managed to escape the hull but not the boom, which caught the whole of the top part of his vessel clear. The railings, awning, funnel etc., were swept off like so much matchwood, and most of the wreckage went overboard.

So far as the Captain knows, no lives were lost, and that is the most marvellous part of the whole business. Either the crew were not on deck attending to their business or were possessed of mosaics of some description which preserved them from harm, for it looks almost impossible for anyone on the after part of the deck to have escaped without injury.

The Company are now trying to get at the true facts of the case.

CAPSIZE OF A SAILING BOAT.

Mrs Dawson and Her Children Upset.

PLUCKY RESCUE BY AN INSPECTOR.

An incident that might easily have terminated in the death by drowning of three, or perhaps four persons, occurred yesterday afternoon, when a sailing boat containing Mrs Dawson and her three children capsized in the Harbour.

About two-thirty pm. Mrs Dawson, her son, aged 17, and two daughters, aged five and two respectively, left a King's Slipway in a small sailing boat, and headed east. All went well until they were about midway between Flora Street and Observation Place, and about eighty yards from the shore, when a sudden squall struck the boat and caused it to turn turtle immediately, precipitating the occupants into the water.

Mrs Dawson and her son were fortunately able to swim, and on coming to the surface struck out for the overturned boat. The two children, however, by some means or other, became entangled in the sails, and to this probably owe their life. Inspector J. Lyons, of the Sanitary Department was walking along the Praya at the time, and saw the whole affair. Without hesitating for a moment, he threw off his tunic and helmet, and dived in the water. Swimming briskly, he soon reached the scene of the accident and was just in time to grasp one of the children as she was swept off the sail. Getting hold of the other child, the Inspector held both up until assistance, in the shape of a dingy and two junks, came along, when he handed the children into the dingy. He turned to assist Mrs Dawson, who by this time was getting exhausted, and having helped her to the dingy was in the act of assisting her in, when he looked round and saw that the lad was on the verge of sinking. Leaving the Chinaman in the dingy to look after Mrs Dawson, Inspector Lyons swam to the boy, who clutched him by the arm frantically. Freeing himself from the boy's grip, the Inspector carried him along to the dingy, and soon all four were safe on shore.

Inspector Lyons, who lived in the neighbourhood, had the sufferers conveyed to his house, where Mrs Lyons soon made them comfortable in a change of clothing, and provided them with refreshments. Mrs Dawson, who was of course suffering severely from the shock, soon recovered sufficiently to be taken to the Hongkong Hotel, where she is staying, but the children were none the worse for their immersion, except for the shock.

It is indeed, a very fortunate thing for Mrs Dawson that Inspector Lyons was passing along the Praya at the time the accident happened, for although there were several junks in the vicinity, the attempt was made by the occupant to rescue the unfortunate party, and as there was a strong tide running at the time, it is extremely improbable that the accident would have ended as luckily as it did.

The Inspector is to be highly commended for his action, for not only did he save the lives of the two children, but he was instrumental in getting Mrs Dawson and boy into the boat. Even when the last one had been brought to the boat's side, the Inspector would not get in himself until all the party were safe.

Poor child! "I hear Jack Kander was here to see the baby," said Mr Hamby. "Yes," his wife replied, "I suppose the first thing he said was: 'He looks just like his father'?" "No; the first thing he said was 'Good heavens!' Then he convited in spite of his innocence."

ACCIDENT TO FRENCH MAIL STEAMER.

Passengers Transferred to P. and O. Steamer.

M. G. de Champneix, agent of the Compagnie des Messageries Maritimes, writes to us as follows under this date (22nd inst.)—

The M.M. steamer *Sydney*, with Maroccais mails of the 4th October, has unfortunately broken her screw-shaft to the Praya, near the Tung Yip wharf.

The cargo of the junk was of course

completely ruined by the water and the damage to the junk alone is estimated at \$450.

The value of the cargo could not be ascertained.

COLLISION IN THE HARBOUR.

A Cargo Junk Sunken.

Yesterday afternoon at about 6.30 p.m. a collision occurred between a junk and a steam launch off the Harbour Master's office. The junk was being towed by the steam launch *Kwong Lei*, and was loaded with flour for the *R. O. P. C.* They had just left the wharf and were hardly going, when the steam launch *Teng Li* ran into the junk. The junk began to fill with water, and with difficulty it was towed to the Praya, near the Tung Yip wharf.

The Mails and cabin passengers have been transferred to the P. and O. S. N. Co.'s steamer *Britannia*, which left Aden on the 19th instant.

Other passengers and cargo will follow on

the M.M. steamer *Himalaya*, which is

expected to sail from Aden on about October 25th.

CORRESPONDENCE.

THE MAKING OF AN OARSMAN.

To the Editor of the "CHINA MAIL".

HONGKONG, October 21.

Sir,—"Stroke" (advice which appeared in the "China Mail" of the 20th inst.) to a novice in rowing to do his work with the weight of his body applied off the stretcher by means of his legs is certainly the right tip, but how to effect that combination he says nothing. As an old stroke who've used to have rowing here, I would like to add a few words to "Stroke's" notes above the sliding seat, as nine out of ten oarsmen merely use it as a means of getting a longer reach, and not as it is intended to be used. On commencing the stroke come right forward on the slide, body well down between the open knees, arms straight out, then catch the water and throw the weight of the body on the oar, as if you were hinged at the hips until you are perpendicular, without having moved your legs in the slide. Hold on to it. Then kick or feel the stretcher and slide until right back, and finish the stroke by pulling the car with the arms up to the chest, which is all the pulling of arms should do, using the legs merely to rigidly connect the oar to the body. This secret in rowing is to hold on to the slide at the commencement of the stroke; don't let it run away with you, as then the legs are straightened without having done their work, and most of the work has to be done with the arms. The cox or coach should be at his ease all the time, without singling out any particular oar, reminding them by "Now, hold your slides all, and do keep your heads up!" I watched the scratch race here in the summer and did not see one slide worked properly. One often hears a stroke sing out to his crew "Don't hurry, there," but never telling them to "Hold your slides," for by not holding them the crew always hurry the stroke, and the crew generally ends in stroke keeping time with his crew instead of the reverse.—Yours, etc.,

SLIDE.

EIGHTH IMPERIAL RIFLE MATCH.

At the Kowloon Range yesterday afternoon, the Hongkong Rifle Association shot off the Eighth Imperial Rifle Match, promoted by the Rupanyi Rifle Club, Victoria, Australia. The conditions of the match provide that teams of ten men can enter from any part of the Empire, each team to shoot on its own range, between September 16 and October 21. The match to consist of seven shots each at 200, 500 and 600 yards, with .303 or Martini Henry Rifles. Last year the competition was won by the 2nd King's (Liverpool) Volunteers, Lancashire, England, with a score of 920 points.

The portion of the crew now in Hongkong are absolutely destitute, and were landed by Captain Gravens, of the *Daigai Maru* to the U.S. Consul-General this morning. On the ship, on the way down, a subscription list was got up and a good sum was collected and given to the men with which to buy clothes.

From the *Role Chronicle* we take the following:—Mr S. S. Lyon, of the U.S. Consul's Office at Kobe, received the following telegram dated Daitoku, October 12th:—"American ship *Benjamin Sewall* was wrecked at Garambia, South Formosa, on October 5th. The ship has been abandoned. Nine of the men were drowned, but two fortunately escaped. The captain, his wife and the other lady went to Shanghai, whilst the portion of the crew with them, Japanese, Filipinos and Mauritians men, came on to Hongkong.

The other boat did not fare so well. In

fact it came to a tragic end. After leaving

the abandoned vessel it drifted to the shore and when near land was sighted by Formosan natives, who attacked and beat it.

All went well until they were

about midway between Flora Street and Observation Place, and about eighty yards

from the shore, when a sudden squall struck the boat and caused it to turn turtle immediately, precipitating the occupants into the water.

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Captain W. Ransom Coleman, of the S.S. *Oro*, kindly sends particulars regarding the abandoned vessel. The *Oro* was bound from Java to Kobo, via Kuchinomatsu, and on the 6th instant, at 8.30 a.m., the Captain sighted a distressed vessel on the starboard beam. At the time the weather was fine, there being a fresh south-easterly wind, with a heavy swell, and sun and moon to have been visible. The *Oro* hoisted to, and found the vessel to be the *Benjamin Sewall*. Only three low-masted and small junks were standing above the deck of the rigging; the cross-jack staff was intact; the main-yard and starboard yard-arm were gone, while the fore-yard was broken in sling. There was much wreckage floating along the port side of the ship, but there were no signs of life on board. Captain Coleman sent his Chief Officer away in a boat, and the latter with great difficulty boarded the *Benjamin Sewall*. It was then found that the vessel had been abandoned. She was loaded with lumber, but her lower holds were then more than two-thirds full of water. The chronometer and clock on board the vessel were still going, the former showing forty-eight hours past, since the vessel had last run. The life-pig and a cockatoo were found on board. It was decided to take to and tow the vessel to port. On arrival, however, to the heavy cross swell prevailing, and both vessels rolling heavily, boating operations proved very difficult, and it was not until three o'clock in the afternoon that the *Oro* was able to make fast to the ship and to commence towing. The *Benjamin Sewall* steered very wild, and at 4.30 pm. she took a heavy sheer on a high swell and parted all the towlines. As night was approaching, Captain Coleman decided to abandon the attempt to tow the ship, and, after recalling his Chief Officer and men, the *Oro* proceeded on her course at 6.30.

The position of the *Benjamin Sewall* when left by the *Oro* was lat. 21° 30' N. long. 122° 10' E. Yui Island, S. 33' W. true, 30 miles.

There were signs, says Captain Coleman,

that the vessel had been lost in great haste,

and that she had had on board two ladies

and a child. As the vessel lies, she is a

great danger to navigation.

How to Stop a Cough.

A simple but effective remedy in the following:

Breathing through the nostrils, inhale a full breath as slowly as is possible without causing fatigue. Exhale the breath in the same manner and repeat the operation ten times. This will stop the coughing for about a quarter of an hour. Take a dose of oil and the medicine will have a better opportunity to act and will quickly expel the cough. It always cures and cures quickly. For sale by all chemists and medicine vendors; WATKINS LTD, General Agents.

TELEGRAMS.

[CHINA MAIL] EXCLUSIVE SERVICE.]

SUPPLIED BY REUTER VIA HONGKONG.

RUSSIA AND JAPAN.

PREPARATIONS FOR WAR.

The Command of Japanese Standing Squadron.

LONDON, October 22.

Preparations for war between

Russia and Japan are proceeding

apace.

Both countries are purchasing

large supplies of coal and lead.

Shipping.

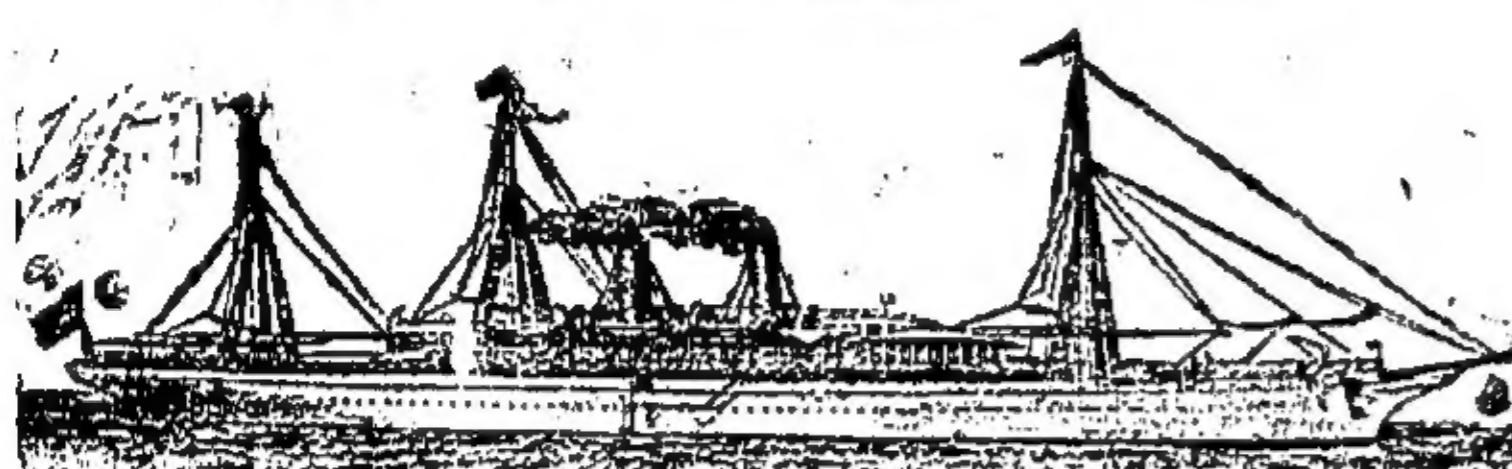
**HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.**

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the MEDITERRANEAN; BLACK SEA and BALTIC PORTS; AND NORTHERN and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.FOR HAVRE AND HAMBURG,
CALLING AT SINGAPORE AND PENANG.S.S. *Saxonia*, Capt. BREMER. 3rd November, 1903. Freight.FOR ANTWERP AND HAMBURG,
CALLING AT SINGAPORE.S.S. *Canada*, Capt. WAGNER. 16th November, 1903. Freight & Passengers.FOR HAVRE, BREMEN AND HAMBURG,
CALLING AT SINGAPORE AND COLOMBO.S.S. *Morburg*, Capt. STEIN. 26th November, 1903. Freight.FOR HAVRE AND HAMBURG,
CALLING AT SINGAPORE AND PENANG.S.S. *Eugen*, Capt. BORCH. 1st December, 1903. Freight.FOR HAVRE AND HAMBURG,
CALLING AT SINGAPORE AND COLOMBO.S.S. *Argusia*, Capt. FOER. 15th December, 1903. Freight.

For further particulars apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
*Queen's Buildings, No. I.***CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.**

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE.
VIA CANADA AND THE UNITED STATES.
Through SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.

Empress Twin Screw Steamships—6,000 TONS—10,000 Horse power—Speed 10 knots.
Sailing 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)
R.M.S. *ATHENIAN*..... 3882 TONS. WEDNESDAY, Nov. 4, 1903.
R.M.S. *EMPEROR OF INDIA*..... 6000 TONS. WEDNESDAY, Nov. 18.
R.M.S. *EMPEROR OF JAPAN*..... 6000 TONS. WEDNESDAY, Dec. 16.
R.M.S. *EMPEROR OF CHINA*..... 6000 TONS. WEDNESDAY, Jan. 13, 1904.
R.M.S. *ATHENIAN*..... 3882 TONS. WEDNESDAY, Jan. 27.
R.M.S. *EMPEROR OF INDIA*..... 6000 TONS. WEDNESDAY, Feb. 10.
R.M.S. *TARTAR*..... 4225 TONS. WEDNESDAY, Feb. 24.
R.M.S. *EMPEROR OF JAPAN*..... 6000 TONS. WEDNESDAY, Mar. 9.
R.M.S. *EMPEROR OF CHINA*..... 6000 TONS. WEDNESDAY, Mar. 30.
R.M.S. *EMPEROR OF INDIA*..... 6000 TONS. WEDNESDAY, April 20.
R.M.S. *ATHENIAN*..... 3882 TONS. WEDNESDAY, April 27.
R.M.S. *EMPEROR OF JAPAN*..... 6000 TONS. WEDNESDAY, May 11.

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which Passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, and Diplomatic Services, and to European Officers in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIOUSITY OF ITS TRAINS (CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information Maps, Guides, Books, Rates of Freight and Passage, apply to

D. M. BROWN, General Agent,
PEDDER STREET, 1112.

Hongkong, October 21, 1903.

**PORLAND AND ASIATIC
STEAMSHIP COMPANY.**SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN,
MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON,
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. HONGKONG.

INDRAPURA..... 4899 A. E. Hollingsworth November 14, 1903.

INDRASAMHA..... 5107 W. E. Craven December 14, 1903.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, October 16, 1903.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

| Steamers. | Destinations. | Sailing Dates. |
|----------------------------------|---|-----------------------------------|
| KAWACHI MARU, H. FRASER | KOBE AND YOKOHAMA | FRIDAY, 23rd Oct.; at Noon. |
| KINOSHII MARU, T. HARISON | BOMBAY, VIA SINGAPORE and COLOMBO. | MONDAY, 26th Oct., at 4 p.m. |
| BOMBY MARU, T. MORI | KOJI, KOBE AND YOKOHAMA | FRIDAY, 30th October, at Noon. |
| WAKASA MARU, J. B. MACMICHAEL | MARSERILLES, LONDON, and ANTWERP, VIA SINGAPORE, PEN- ANG, COLOMBO and PORT SAID. | SATURDAY, 31st Oct., at Daylight. |
| IYO MARU, C. H. BUTLER | VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA. | MONDAY, Nov. 3d, at 4 p.m. |

Through Passenger Tickets issued to the Principal Offices in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamer. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c. apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

Apply to

T. S. Takayanagi, Acting Manager.

Hongkong, October 19, 1903.

Shipping.

**OCEAN STEAM SHIP COMPANY LIMITED
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.**

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

| FROM | STEAMERS | TO | DUE |
|-----------------------|------------|----------------|-----|
| GLASGOW AND LIVERPOOL | DAUNTA | 31st October. | |
| GLASGOW AND LIVERPOOL | ULYSSES | 7th November. | |
| GLASGOW AND LIVERPOOL | ACHILLES | 14th November. | |
| GLASGOW AND LIVERPOOL | PROMETHEUS | 21st November. | |
| GLASGOW AND LIVERPOOL | TELEUS | 28th November. | |

HOMEWARDS.

LONDON BERTH.

| FOR | STEAMERS | TO SAIL |
|-----------------------------|----------|----------------|
| MARSEILLE, LONDON & ANTWERP | PAUL LIN | 27th October. |
| LONDON & ANTWERP | TANTALUS | 14th November. |
| MARSEILLE & LIVERPOOL | INGCOW | 24th November. |
| LONDON & ANTWERP | ANTONIO | 2nd December. |
| MARSEILLE, LONDON & ANTWERP | ULYSSES | 9th December. |
| LIVERPOOL | ACHILLES | 16th December. |
| MARSEILLE, LONDON & ANTWERP | IMMORTAL | 23rd December. |
| MARSEILLE, LONDON & ANTWERP | DARDO | 5th January. |

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

| FOR | STEAMERS | TO SAIL |
|---|----------|----------------|
| VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, VIA N'KI, KOBE & YOKOHAMA | DAUNTA | 2nd November. |
| | TELEUS | 30th November. |

For Freight, apply to

BUTTERFIELD & SWIRE
AGENTS.

Hongkong, October 20, 1903.

1831

CHINA NAVIGATION CO., LTD.

| FOR | STEAMERS | TO SAIL |
|------------------------------|---|---------------|
| GERU AND ILOILO | HUPPE | 24th October. |
| CHOOFOO AND NEWCHANG | PAKHOU | 24th October. |
| WEI-HALWEI, CHEKOU & TIENSIN | NANCHANG | 24th October. |
| MANILA | TAIYUAN * | 16th October. |
| PT DARWIN THURSDAY ISLAND | COOTRTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE | 26th October. |
| KONG ALBERT | TSINAN * | 27th October. |

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.

A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE
AGENTS.

Hongkong, October 21, 1903.

1831

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STRAK FOR SINGAPORE, PIKANG, COLOMBO, ADEN, SUEZ, PORT SAID
NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS.STEAMERS WILL CALL AT VIBRATOR AND SOUTHAMPTON TO LAND
PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES

IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Sailing Dates.

| Steamers | From | EXPECTED ON OR ABOUT | Will Leave for | On or about |
|----------|------|-------------------------|----------------|----------------|
| ZAFIRO | | | | |
| RUBI | | | | |
| PERLA | | | | |

For Freight or Passage, apply to

BUTTERFIELD & SWIRE
AGENTS.

Hongkong, October 21, 1903.

1831

Shipping.

Notices to Consignees.

FOR CEMULPO, DALNY AND PORT ARTHUR.

CALLING AT SHANGHAI.

THE STEAMSHIP TRONTO, Captain GRANT, will be despatched for the above Ports on SUNDAY, the 1st November, at daylight.

For Freight or Passages, apply to HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, October 21, 1903. 2165

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at Philippine Ports).

THE Steamship SENECA, Captain C. R. BENYON, will be despatched as above on or about THURSDAY, the 5th November.

For Freight and further information, apply to STANDARD OIL COMPANY OF NEW YORK,

Oriental Freight Department,

Hongkong, October 14, 1903. 2115

Notices to Consignees.

INDRA LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship Indra, having arrived from the above port, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co., Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery may be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 p.m. To-day.

Goods not cleared by the 23rd inst., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

Optional goods will be landed here unless instructions given to the contrary before Noon To-day.

JARDINE, MATHESON & CO.

Agents.

Hongkong, October 21, 1903. 2157

NOTICE TO CONSIGNEES.

STEAMER YARRA.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON ex. "Meder and Siden"; from HAVRE ex. "Siden", in connection with above Steamers are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the HONGKONG KOWLOON WHARF and GODOWN COMPANY LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless instructions received from the Consignee before Noon To-day the 20th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after three days from the 27th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 27th inst., or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 27th inst., at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, October 26, 1903. 2161

NOTICE TO CONSIGNEES.

GLEN LINE OF STEAMERS.

FROM MIDDLESBRO. ANTWERP, LONDON AND STRAITS.

THE Company's Steamship Glenry, having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery may be obtained as soon as the Goods are landed.

Goods not cleared by the 24th Inst., will be subject to rent.

No Fire Insurance will be effected.

All Damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no Claims will be recognized.

McGREGOR BROS. & GOW.

Hongkong, October 17, 1903. 2134

BABER'S LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMER LOWTHER CASTLE.

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN COMPANY LTD., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 3 p.m.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD.

Agents.

Hongkong, October 17, 1903. 2144

CHINESE SCHOOL BOOKS.

I.—Sam Tax King.

II.—Ts in Tax Man.

Translated into English.

By Dr. E. J. RITTER.

Prices: 40 Cents the Set.

CHINA MAIL Office 6, Wyndham Street.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use

of Ladies' and Gentlemen, can now

be had at this Office. Price \$1 each.

CHINA MAIL Office.

Banks.

| HONGKONG AND SHANGHAI BANKING CORPORATION. | |
|--|--------------|
| PAID-UP CAPITAL | \$10,000,000 |
| RESERVE FUND | \$10,000,000 |
| Sterling Reserve | \$10,000,000 |
| Silver Reserve | \$6,000,000 |
| RESERVE LIABILITY OF PROPRIETORS | \$10,000,000 |

| | |
|--|--------------------------------------|
| COUNCIL OF DIRECTORS: | A. J. RAYMOND, Esq.—Chairman. |
| H. E. TOMKINS, Esq.—Deputy Chairman. | H. C. W. DICKSON, Esq. |
| H. C. W. DICKSON | N. A. STILES, Esq. |
| E. GOETS, Esq. | H. W. SHADY, Esq. |
| C. MICHAELSON, Esq. | E. S. WHEELER, |
| H. SCHUBART, Esq. | E. A. TOMEY, Esq. |
| CHEF MANAGER: | Hongkong—J. R. M. SMITH, Manager. |
| SHANGHAI—H. M. BROWN, LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD. | J. R. M. SMITH, Chief Manager. |

| | |
|----------------------------|---|
| HONGKONG—INTEREST ALLOWED. | On Current Account at the rate of 2 per cent. per annum on the daily balance. |
| ON FIXED DEPOSITS: | For 3 months 2½ per cent. per annum. |

| | |
|--------|------|
| " 6 " | 3½ " |
| " 12 " | 4 " |

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|----------------------------|-----|
| HONGKONG, October 2, 1903. | 368 |
| HONGKONG SAVINGS BANK. | |

| | |
|---|---|
| THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. | RULES may be obtained on application. |
| For example, if the Undersigned, for the time being, signs his name to a Bill of Lading, he thereby authorizes the undersigned to sign his name to the same, and to take immediate delivery of the Goods from the Godown. | Depositors may obtain Current Deposit Account on application. |

| | |
|--|---|
| INTEREST on deposits is allowed at 3½ PER CENT. per annum. | Depositors may transfer to their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. |
| For the Hongkong and Shanghai Banking Corporation. | For example, if the Undersigned, for the time being, signs his name to a Bill of Lading, he thereby authorizes the Undersigned to sign his name to the same, and to take immediate delivery of the Goods from the Godown. |

| | |
|-----------------------------------|------------------------|
| J. R. M. SMITH, Chief Manager. | HONGKONG, May 1, 1903. |
| HEAD OFFICE—HONGKONG. | |

| | |
|-----------------------------|-----------------------|
| HEAD OFFICE—HONGKONG. | GENERAL BANKERS: |
| 33 & 35 Lombard Street E.C. | PARK'S BANK, LIMITED. |

| | |
|------------------------|-----------------------|
| LONDON OFFICE: | PARK'S BANK, LIMITED. |
| F. C. BISHOP, Manager. | |

| | |
|-----------------------------------|---|
| HONGKONG OFFICE—4, DES VŒUX ROAD. | General Banking and Exchange business transacted. |
| | INTEREST ALLOWED. |

| | |
|--|--------------------------------------|
| On Current Accounts at the rate of 2 per cent. per annum on the daily balance. | On Fixed Deposits: |
| for 3 months 2½ per cent. per annum. | for 3 months 2½ per cent. per annum. |

| | |
|--------|------|
| " 6 " | 3½ " |
| " 12 " | 4 " |

| | |
|-----------------------------|------|
| HONGKONG, December 1, 1903. | 1884 |
| HONGKONG SAVINGS BANK. | |

| | |
|-----------------------|------------------------------------|
| HEAD OFFICE—HONGKONG. | INTERNATIONAL BANKING CORPORATION. |
| | HEAD OFFICE—NEW YORK. |

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| HEAD OFFICE—HONGKONG. | HEAD OFFICE—NEW YORK. |
| | PHILIPPINE ISLANDS. |

| |
|---------------|
| HEAD OFFICE—H |
|---------------|

THE CHINA MAIL.

THURSDAY, OCTOBER 22, 1903.

8.

VISITORS AT HOME.

SHIPPING.

ARRIVALS.

October 21.
Takao, British steamer, 820, Robson,
Swatow October 20, General.—**DUOCAS**
STEAMSHIP CO.

Chi Yuen, Chinese steamer, 1,211, C.
Stewart, Shanghai via Swatow October 21,
General.—C. M. S. N. Co.

Daiji Maru, Japanese steamer, 847, T.
W. Goto, Tsurumi, via Amoy and Swatow
Oct. 20, General.—**OKA SHOSEN KAISHA**

Borwick, Mr. P. L. Miller

Mr. W. S. Brown, Mr. McNamee and
Mr. Hart Buck, Mr. Moore

Mr. W. G. Clark, Mr. T. Moran
Mr. J. S. Connel, Mr. and Mrs. E. O.
Mr. C. H. Conner, Mr. Murphy

Mr. J. T. Davies, Mr. C. J. North

Mr. J. D. Dawson & family, Mrs. G. Odham
Mr. J. Den, Mr. W. P. Fife

Mr. J. H. Duthie, Mr. J. A. Paton
Capt. & Mrs. Douglas, Mr. A. G. Potter

Mr. J. C. Downing, Mr. T. B. Fairman

Mr. and Mrs. E. Ellis, Dr. A. G. Evans

Mr. H. G. Fisher, Mr. A. Robins

Mr. H. H. F. Fox, Mrs. Theodore Rolfe

Mr. H. G. Gould, home

Mr. A. W. Grant, Mr. R. T. D. Gayle

Mr. Thomas, Mr. and Mrs. Simons

Mr. W. B. Hanna, Mr. C. Scott

Mr. R. D. Harvey, Mr. E. A. Newlin

Mr. W. R. Haworth, Mr. Fred Somerville

Mr. J. G. Hayton, Misses Seal

Mr. P. M. Hindry, Mrs. Leslie C. Stuart

Mr. L. D. Hill, Mr. C. B. Thomas

Mr. and Mrs. J. H. Hooper, Mr. W. Vane

Roz, J. Judy, Mr. A. Watkins

Mr. H. J. Jackson, Mr. K. Ho

Lemon, Mr. J. Stanger

Ferdinand, for Singapore and Trieste.

Brix Hurl, for Singapore.

PASSAGERS.

ARRIVED.

Per *Takao*, from Swatow, Mr. Shaw,

Rev. J. Hopkins, and 20 Chinese.

Per *Takao*, from Jap., Mr. and Mrs.

Simpson, a. Mr. Keeble.

Per *Engel*, for Hongkong, from London,

Mr. F. Alderton, Naval-Cadet; James

P. C. Biles, Norwood, Campbell, T.

J. P. Vian, H. C. Wooldridge, Bayo, G.

F. Blackman, P. M. S. Henderson, G. S.

Llewellyn, F. Ratsey, G. F. Kenyon, L.

Gardiner, A. Evans, and G. N. Gilber-

ton, Midship-m., D. H. Dibben, W. R.

Ferguson and L. C. Holland, Mr. Cumming,

Wheeler, M. R. E. Eddie, and M. J.

J. Ellison, from Marseilles; Mr. and Mr.

A. Forbes, Mr. Han Stahl, Mr. E. J.

Bracken, and serv.; from Bayo, J.

Mr. J. H. Jackson, Mr. Bryan, Messrs. E.

S. Bantam, F. Town, P. Reza, T. M.

Fritzes, T. M. Vaillant, and 2 Chinese Asst.

For

Shanghai, fr. London, Dr. Howitt, Messrs.

A. Preedy, G. Costa, C. Mann, and

Buchanan, Mrs. Grantham, 2 children, and

governess; Mr. J. Morris, Miss Hay, Mr.

Mrs. and Miss Smalley; from M. Mueller,

Mr. and Mrs. Stanley, Mrs. and Mrs. Stell,

Mrs. L. B. Edmundson, D. Currie, F.

Sulley, H. D. Mansfield, and A. H. F.

Edwards. From London: Mr. Yokohama,

Mr. W. Maxon.

DEPARTED.

Per *Australis*, for Australian Ports, Mr.

and Master J. Bolland, Mr. C. M. Bradley,

Mrs. M. Kerr, Miss Kerr, Mr. F. Fuller,

Mr. G. A. Honey, Lieut. Moura,

Mr. T. Clark, Mr. G. Burton Sayer

Mr. H. D. Durbin, Mr. J. S. Sinton

Mr. W. T. Edwards, Mrs. Silinton and family

Mr. and Mrs. Macmillan and Mrs. T. T.

Elizabeth, Williams

Mr. J. C. Jeffries, Mr. A. M. Wilson

Mr. H. Jewitt

—

THE WAVERLEY HOTEL.

Lieut. & Mrs. Queen Capt. C. Limburgh

Craufurd, Mr. J. S. Macdonald

Mr. A. J. Darby, Mr. R. P. Sharp

Capt. Frederick, Mr. C. Templeton

Mr. J. J. Jackson, Mr. L. Wendell, Jr.

Mr. Jackson and child Mrs. M. G. Wendell

WEETCHED WRECKS

MADE STRONG AND WELL BY DR.

WILLIAMS' PINK PILLS.

LUNG Disease, Bronchitis, Consumption

and Coughs often resist all ordinary

treatment, and wreck wretched suf-

fers health by their exhausting in-

roads. Dr. Williams' Pink Pills have

a wonderful effect in such cases,

where ordinary medicine fails, because

they build up the health and weight,

and expel disease from the system.

Ordinary medicine tinkers with the disease,

but most times the patient grows weaker

and weaker until he dies.

Here is a typical case. A reader who

knew of anyone who is pale and sickly

should send for "Good Samaritan," and call

attention to it:

Mr. Hunter, Pontswain, Moremouth,

said: "I had fair good health up to four

years ago, when I broke down completely.

One doctor told me I was suffering from

acute bronchitis, and another

that I was in con-

sumption. I felt

wasteful day by day, and I became a

complete invalid. I used to weak

and dojed that if I only went

upstairs I had to

gas for breath.

I expected every

day would be my last. I attribute

my recovery solely to Dr.

Williams' Pink

The suffered and the ready.

Pills. I happen-

ed to be sold to a

Dr. Williams'

Pills.

complaint to mine has been cured. I

immediately gave the pills a trial, and felt

better after the second bottle. After a

few days I decided to drop all ordinary medicine, and stick to the pills. The result is that now

as well as ever I did in my life."

Anemia, Fits, Gout, Headache, Indiges-

tion, Kidney Disease, Lumbago, Neuralgia,

Paralysis, Rheumatism, Sciatica, St. Vitus

Dance, and the secret sufferings of wom-

ankind had all been cured by genuine Dr.

Williams' Pink Pills for Pale People (full

name on box). Nothing else has been

cured by substitutes. If subsitutes are

offered go to another shop. Don't stay to

listen to false and misleading talk. Will

iams' Pink Pills, will cure a bottle post-free for 2s

sd., or six bottles for 13s. 9d., and will be

glad to hear confidentially of shopkeepers

who try to sell substitutes.

HONGKONG HOTELS.

SHIPPING.

ARRIVALS.

October 21.

Takao, British steamer, 820, Robson,

Swatow October 20, General.—**DUOCAS**

STEAMSHIP CO.

Chi Yuen, Chinese steamer, 1,211, C.

Stewart, Shanghai via Swatow October 21,
General.—C. M. S. N. Co.

Daiji Maru, Japanese steamer, 847, T.

W. Goto, Tsurumi, via Amoy and Swatow

Oct. 20, General.—**OKA SHOSEN KAISHA**

Borwick, Oct. 22.

Reypt, British steamer, 2,751, G. Phillips,

Penang Oct. 7, and Singapore, 17, Mills

and General.—P. & O. S. N. Co.

Taiyuan, British ship, 1,400, L. Dawson,

Penang Oct. 12, General.—**BUTTERFIELD &**

SWINE.

Nanchang, British ship, from Canton

October 20.

Glory, British battleship, 2,150; V. A.